State of Health
Walkability: Why?

- Safety
- Health & Well-Being
- Equity & Opportunity
- Economic Vitality
Over the past 12 years, more than 76,000 pedestrians have died in America.

Walking is 10 times more dangerous than driving a car.
Children, seniors and minorities are killed in disproportionate numbers.

Walking is the only travel mode that has not had significant declines in casualties in 40 years.
Elderly pedestrians, age 70 and above, are at the greatest risk for pedestrian fatalities.
Biking and walking comprise 12% of all US trips and 14% of all fatalities, yet facilities receive 2% of US federal transportation funds.
Pedestrian fatalities per 100,000 people

1.26  1.10
U.S. AVERAGE  ARKANSAS
In 2000, motor vehicle crashes cost \$230.6 Billion in medical costs, property damage, lost productivity, and travel delays.
$970 MILLION Arkansas spent on transportation in 2010

0.9% Portion of Federal funds spent on pedestrian projects

7.4% Portion of traffic deaths that were pedestrians (2007-2008)

5.8% 5.7% US AVERAGE ARKANSAS

Percent of roads in ‘poor’ condition
$1.16 \text{ Spending per capita on walking and bicycling in Arkansas}

$1.46 \text{ per capita is the national average}
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Walkability
Health is a state of complete physical, mental and social well-being and not merely the absence of disease or illness.

World Health Organization
Regular walking increases memory (hippocampus size) and decreases risk of dementia.
Walking and cycling for transportation can reduce cardiovascular risk by 11%.
For every 5% increase in walkability, a community can expect the following:

30% increase in “physically active travel.”

Nearly a quarter-point reduction in individual body mass index.
• Women who walk or bike 30+ minutes a day have a lower risk of breast cancer.

• A 30–minute bike commute is associated with better mental health in men.

• Overweight kids who are active several times a week are 85% more likely to become normal-weight adults.
Obesity Rates

2010

Obesity (BMI≥30)

- Missing Data
- 14.0%–17.9%
- 18.0%–21.9%
- 22.0%–25.9%
- ≤25.0%

Obesity is the nation’s fastest rising public health problem.

30.6% of adults in Arkansas are obese.

66.5% of adults in Arkansas are overweight or obese.

20.4% of children in Arkansas are obese.
Childhood obesity has **tripled** in the past 30 years.

Overweight children are **more likely** to become obese adults.
The average white male living in a compact community weighs ten pounds less than his counterpart in a low density subdivision.
In October 2010, the CDC reported that if current trends continue, one out of three Americans will have diabetes by 2050.
About 22 million people are currently diagnosed with asthma.

Each year, asthma accounts for 14 million days of missed school days by children.
Metric Tons of CO2 from Transportation per capita

- 7.4 TONS
  ARKANSAS
- 6.9 TONS
  US AVERAGE
Nationally, cycling and walking levels fell 66% between 1960 and 2009, while obesity levels increased by 156%.
Percent of children who walk or bike to school fell 75% between 1960 and 2009. Childhood obesity rose 276% during that same period.
In 2005, antidepressants became the most prescribed medication in the United States.
• 85% of seniors polled cannot walk to a doctor’s appointment
• 81% cannot walk to work
• 81% cannot walk to public transportation
• 71% cannot walk to a pharmacy
• 72% cannot walk to the bank
• 68% cannot walk to the grocer
• 65% cannot walk to a park
• 30% of seniors polled worried about their ability to stay in their communities.

• 35% worried about their ability to stay in their homes.

• 29% worried about street lighting and sidewalk conditions.

• 17% worried about driving around their community.
Older non-drivers take 15% fewer trips to the doctor; 59% fewer trips to shops and restaurants; and 65% fewer trips to family, social or religious activities than older drivers.
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Walkability
Arkansas counties are designated as “persistent poverty” counties, where more than 20% of their people have lived in poverty for 30 years or more.
Native Americans die in traffic crashes more than 1.5 times the rate of other racial groups.

African Americans make up 12% of the US population but account for 20% of pedestrian deaths.

19% of African Americans, 13.7% of Latinos and 4.6% of Whites lack access to an automobile.
Nearly \( \frac{1}{3} \) of the United States population is transportation disadvantaged and without reliable access to food, medical care, employment or educational opportunities.
Half of all non-drivers age 65 and over – almost 4 million Americans – stay at home on a given day because they lack transportation.
Projected Growth in Arkansas’ 65+ Population

By 2030, the US Census predicts that there will be over 600,000 seniors living in Arkansas.
Percent of Population without Driver’s License

32% | US AVERAGE

28% | ARKANSAS

Social Equity
Average annual operating cost of a bicycle: $308.

Average annual operating cost of a car: $8,220.

Between 2000 and 2010, the number of bicycle commuters grew 40% in the US.

The average American household spends more on transportation than on food or healthcare.
Simply increasing bicycling from 1% to 1.5% of all trips in the United States would save 462 million gallons of gasoline each year.
Every hour spent in a car is associated with a 6% increase in the likelihood of obesity.

Every kilometer walked is associated with a 4.8% reduction in obesity rates.

Every 1% rise in the urban sprawl index increases the risk of obesity by 0.5%.
The amount of time an average person in North America spends every year in their car.
Walkability: Why?
A 5 to 10 mph reduction in traffic speeds increased adjacent residential property values by roughly 20%. Reduced traffic volumes on residential streets increases home values by an average of 18%. 

Economic Benefits of Walkable Communities
Homes in walkable urban neighborhoods have experienced less than half the average decline in price from the housing peak in the mid-2000s.

A 10-point increase in Walk Score increases commercial property values by 5% to 8%.
An EPA study indicates compact infrastructure is up to 47% less expensive than suburban development patterns.
Active Transportation is good for tourism! In 1992, an estimated 32,500 visiting cyclists spent $13.1 million in Vermont.

Table 1: Overall Economic Impacts of Orange County Trails in 2010

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<tr>
<td>Personal Income</td>
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For each $1 million invested in FHWA-approved paved bicycle or multi-use trail, the local economy gains 65 jobs and between $50 and $100 million in local economic benefits.

Cycling and walking investments return up to $11.80 for every $1 invested.
Table 2: Trail Related Impacts to Winter Garden Downtown Businesses in 2010

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Economic Benefits of Walkable Communities
For More Information

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